



# The Foreside Forums

## Listening Sessions on the Future of Kittery Foreside, 2014

Initiated by the Town Council on January 6th, the Forum held five sessions to ask the community for its assistance in envisioning how the Foreside should evolve into the future, and how to implement that direction.

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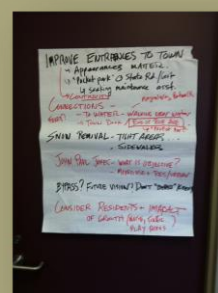
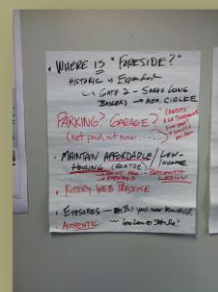
## Executive Summary

In recent years, historic Kittery Foreside has experienced an influx of new businesses, non-profit arts and culture organizations, and residents who together have turned the area into a vibrant place to work, live, and visit. In January of 2014, Town Council established the “Foreside Forums” to learn how town government could best extend its assistance to the community in supporting the area’s ongoing success, and to provide the community with an opportunity to share ideas,

The first forum solicited public opinion on what was going well in the Foreside as well as what things might need improvement. Consensus quickly developed around support for the “organic” growth occurring now, protecting against perceived “overgrowth” across the river in Portsmouth, and taking care of basic infrastructure needs (e.g. parking), while improving the overall appearance of the area and keeping it well-maintained. Participants felt passionate about keeping Foreside walkable, affordable, and retaining its authentic character, while enhancing the area’s gateways, connections to the waterfront connections, and parks spaces.

*"I've lived here for 30 years and I've never been more excited about my town than I am right now."*

Faith Harrington



The remaining forums asked participants to form into four distinct focus groups concentrating on issues concerning 1) parking, transportation, and circulation, 2) housing, 3) business uses, and 4) public land and infrastructure<sup>1</sup>. Their detailed findings are at the core of this report.

The contents contained herein is intended to inform various community leaders and decision makers of the public's vision and desire for Foreside's future. In addition, this information is a good starting point for the Town to use in soliciting more technical advice as it seeks to carry forth recommendations made herein (e.g. regulatory adjustments, streetscape improvements, expanded parking, enhanced bicycle routes, etc.).

## Participants

Following is a partial list for Forum participants:

Amanda Stevens	Milton Hall	Ed Golden
Barbara McGaughey	Peter Lamb	Faith Harrington
Julie Sudderth	Seth Gooby	Gail Barrington
Lucy Schlaffer	Stephanie Oeser	Gary Reiner
Molly McPherson	Stephen Sauter	Henry Ares
Rich Swietek	Susan Tuveson	Holly Roberts
Stephen Kosacz	Tess Schneier	Holly Zurer
Alexis Hallisey	Tina Trevino	Indie Kehl
Brendan Hallisey	Tom Holbrook	Jennifer Moore
Connie Williams	Mary Ellen Dunham	Kaitlin Lemoine
David Lincoln	Megan Zottoli-Breen	Kim Sanborn
Lee Rutz	Tom Emerson	Kimberly Dahlman
Deane Rykerson	Bruce Wiggan	Kristi Fellows
Mariah Tom Roberts	Mary Oplinger	Melissa Paly
George Whitney	Matt Gladd	Michael Landgarten
Gillian Carter	Marshall Gaffney	Judie Kehl
Paul Bonacci	Drew Rice	Lee Perkins
Brad Hirst	Eleanor Majewski	Ann Grinnell
David Batchelder	Fran Alarmia	Chris Perkins
Debbie Driscoll	Jon Bailey	Christine Bennett
Diane Dean	Donald Gray	Cyndy Schadler
D. Allan Kerr	Drika Overton	Cynthia Otton

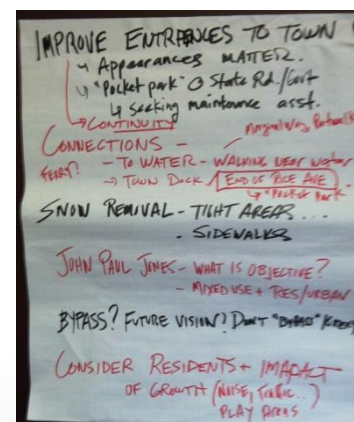
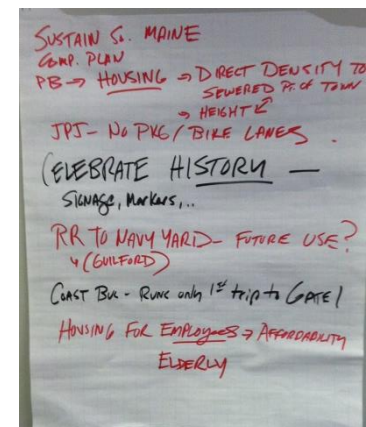
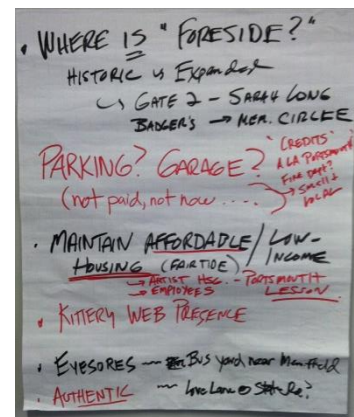
<sup>1</sup> The fourth did not sustain its membership throughout the process.

## Forum Summaries

### Forum 1 – January 6, 2014

Ideas from the public in attendance were written up and posted on display paper –

- Where Is “Foreside”?
  - Historic vs. Expanded
  - Gate 2 → Sarah Long Bridge
  - Badger's → Memorial Circle
- Parking Garage?
  - Not paid, not now
- Maintain Affordable/ Low Income Housing (Portsmouth Lesson)
  - Artist's housing
  - Employees, Elderly
- Improve Kittery Web Presence
- Eyesores-
  - Bus yard near Memorial Field
  - Love Ln/ State Rd. abandoned home
- Authentic
- Improve Entrances To Town
  - Appearances Matter
  - “Pocket Park” State Rd./ Gov't
  - Seeking maintenance asst.
- Continuity -
- Connections
  - Marginal way portwalk
  - Walk near water
  - Ferry across river
  - Town dock-end of Rice Ave. “Pocket Park”
- Snow Removal In Tight Areas (sidewalks)
  - Problem for several years and has not improved
- What is the objective of John Paul Jones Park?
- Maybe mixed use + residence/urban
- Bypass? Future Vision? Don't “Bypass” Kittery
- Consider Impact On Residents With Increase In Noise/Traffics
  - Long term residents want to continue living in Kittery
  - Residents are more important to Kittery than the tourists
- Map Exists Already, Enhance It
  - Walking circuit? Transportation options
  - Temporary bus during closure was huge help
  - Connect a bus to Portsmouth and Malls

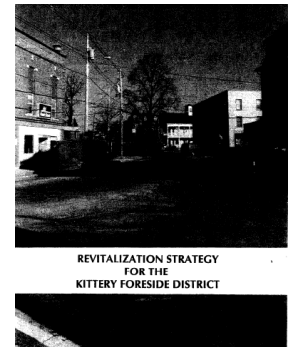


- Learn Lessons of What Not To Do From Portsmouth
  - Parking, Large Buildings, etc.
- Walking Community ≠ Driving Community
- Water Dept. Parcel → Mixed Use + Park
- Where To Fit Parking?
  - Dennett School, St. Marks Methodist Church, York Hospital
- Library Bldg. to Remain But Not w/ Library Function
- Handle Cyclists
  - Create a race event where cyclists wear numbers and businesses can profit

## Forum 2 – February 3, 2014

A review of past Foreside planning efforts was summarized as follows:

1. The Stafford Consulting Group in association with Sasaki Associates produced a ["Revitalization Strategy for the Kittery Foreside District."](#) Many of the recommendation of the report seem to have come to fruition, via the work of the work of the former Foreside Committee (9 members, including representatives from the Planning Board, Historical Society, Conservation Commission, Kittery Garden Club, Rice Public Library, a professional landscape architect, and local business owners) and others.
2. [Sustain Southern Maine](#) worked in Kittery on a pilot project to envision development at the corner of Walker and State Street (aka "the Water District site"). Mixed use of the site was envisioned, with retail at the street frontage and townhouse style housing developed at the rear of the site



## Forum 3 – March 3, 2014

Groups were formed with four areas of focus and asked to consider the following questions, while adding and subtracting per their own discussions:

### Housing:

- Inventory and location of housing units: # of units, by type, in area
- Identify cost of housing: rental & purchase trends based upon recent sales/rental data
- Identify "edges" where residents are abutters to other uses
- Identify and suggest mitigation for impacts of mixed use





- Identify how many people live in Foreside?
- Identify areas & types of residential growth
- What is affordable?
- What affordability exists and how can it be preserved?
- Where should affordable units be located?
- What type/size of units are needed?
- Who should live in the units?
- What should the housing “look like?” (design)
- How and/or should public arts and cultural opportunities be considered here?

#### **Business Use**

- Inventory of businesses - by #, s.f., type, assessed value, sales volume (?), customer base
- Survey of residents for desired services
- Analysis of market area demand (may need to purchase information)
- Survey of businesses for opportunities and constraints to success
- Identify locations for expansion of businesses
- How and/or should public arts and cultural opportunities be considered here?

#### **Parking Transportation and Circulation**

- Inventory of Parking Spaces by Location - Public & Private
- Parking Distribution - distance to destinations
- Parking Need - by S.F. of uses
- Opportunities for Shared Parking (e.g. St. Raphael's, banks, etc.)
- Paid Parking Pilot Project/Trial - where, how much?
- Identification of sites for parking structure?



- Traffic counts (single-occupancy vehicles (SOVs), trucks) by hour
- Turning movements
- Inventory of vehicle movement regulations (stops, signage)
- Alternates to vehicular travel - bike routes, pedestrian routes
- Inventory of sidewalks & paths
- How and/or should public arts and cultural opportunities be considered here?

#### **Public Land and Infrastructure**

- Inventory of parcels that are publicly owned?
- What is the infrastructure in this location (water pipes & capacity, sewer, natural gas, etc.)?
- What are desired public amenities (parks? Walking paths? etc.)?
- Where should public connections and amenities be located?
- Assess feasibility of desires
- Evaluate existing conditions for opportunities and constraints - e.g. ROW width prevents parking for John Paul Jones Park
- Inventory historic assets
- How and/or should public arts and cultural opportunities be considered here?



#### **Forum 4 – June 16, 2014**

The Parking, Transportation, and Circulation group presented its findings to the forum.

#### **Forum 5 – September 29, 2014**

Housing and Business Use group presented their findings to the forum. The groups were asked to formalize their findings for use in a written summary report.

## Report from the Housing Group

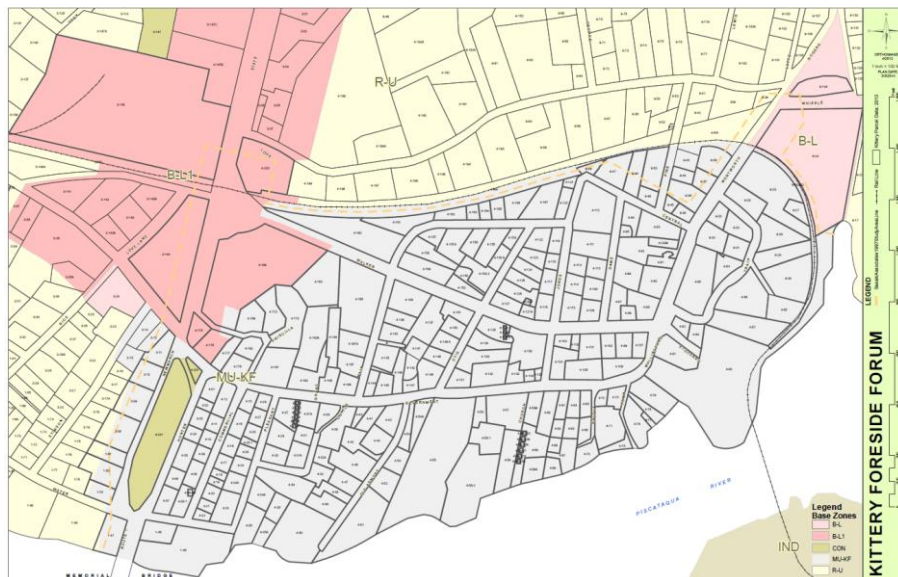


The Kittery Foreside will be a neighborhood that is safe, clean, walk-able, and has a small town welcoming sense of community. The Foreside will attract newcomers, without becoming gentrified, to the extent of Boston's North End. The Foreside will emphasize the feeling of an urban neighborhood while reflecting its historical roots, and history of a working waterfront. The Foreside will celebrate the growing arts and culinary scenes, and encourage growth of small, locally owned

shops and businesses that employ and support local resident investment in the community. Foreside housing will continue to be diverse in style, ownership and residents, maintaining affordable rents. Mixed use (housing and commercial space) will be developed in the Walker/State area, transforming this entryway to Kittery. Kittery Foreside will continue its tradition of diversity where new-comers, lifelong residents, renters, owners, workforce members, and retirees live, shop, worship, enjoy the convenience of consumer services, and share in the pride of being a part of the full service neighborhood.

### Area

Love Lane to waterfront--State Rd to Wentworth---four corners of State / Walker intersection



### Key Issue: What Does the Town Want the Foreside to Be?

- the study did not document need for "affordable housing" in current residential area



- b. area has potential to become a classical urban neighborhood, with complete array of commercial, cultural and personal care services
- c. many housing structures have absentee ownership
- d. many housing structures are of significant historical age
- e. Walker/State intersection has potential for variety of several positive developments

### Findings

- 1. of 383 parcels, 301 are housing: 68% single family, 27% multiple family, 6% condos
- 2. 40-50% of structures are 50 yrs old, 20% from 1800's
- 3. many (but not all) of desirable consumer services exist
- 4. pedestrian foot traffic and parking elements are antiquated/inadequate
- 5. current residents find existing environment adequate but in need of improvement
- 6. many properties appear in need of cosmetic or structural improvement
- 7. Dennett School property could be developed into an "Artist Colony"
- 8. Water Dept. property could be developed into cluster housing, mixed use properties and green-space area emphasizing a modern Town approach to developing the property's current gravel pit appearance
- 9. Mixed-use structures primarily exist only in Wallingford Sq.

### Unknowns

- 1. demographic of current residents
- 2. range and average of current rents
- 3. feasibility to add commercial activities to first floors of housing units
- 4. owner motivation to make suggested changes and or modifications
- 5. interest of Town bodies to pursue change in regulations allowing development of Foreside to its full potential as a Southern Maine landmark--i.e. change in zoning, codes and ordinances

## Report from Business Use Group

The business group met in February /March, June and September/October of 2014.

After attending the last public forum, all groups were asked to provide some recommendations for consideration. The business group has met during the past nine months of this town process and has gathered input from both businesses and residents in Kittery Foreside. It is of note, that the boundary of the area of focus has been fuzzy throughout this process. Other forum sub-groups as well as the business group has found this lack of a clear physical boundary to be a challenge to collecting meaningful data.

The business group has worked with a larger boundary of the Town of Kittery to include other adjacent zoning areas abutting Kittery Foreside. LB1, Local Business 1 and BI, Badgers Island, are important. Members of the business group are located outside of Kittery Foreside and still participated in the process to further improvements and growth of the town. See attached area that the business group believes to be the appropriate area for planning purposes.

In general, if this study is to be further developed by a consultant as was described in the September forum, the first step of this effort should be a clear definition of the area to be studied. Most if not all of the sub-groups felt a larger boundary beyond the zoning district “Kittery Foreside” was important to capture the shared goals and potential improvements of the area.

A different name could be chosen for the study, so that it is inclusive and representative.

General recommendations/ observations follow:

### 1. Town scale

Kittery is a small town. The efforts to support the diverse business/ residences should remain inclusive and cohesive. It is not necessary or even productive to sub-divide so narrowly.

### 2. Study Boundary Unclear

Current zoning map subdivisions create business hardships. Zoning is contrary for like businesses in very close proximity to each other. Local Business 1 and Kittery Foreside have very different parking requirements that make locating a business in LB1 cost prohibitive compared to a site across the street in Kittery Foreside. Consideration to align these zones or merge is recommended.

### 3. Clarify Direction/ Guidance/ Rules

Provide clear direction for those wanting to open new businesses, develop property or renovate existing properties both business and residential.

- Provide clear checklist of steps to obtain a building permit
- Provide clear checklist of steps to obtain business licenses
- Coordinate checklist with all town departments (groups) such as Economic Development, Parks, Planning, CEO office, York County, State of Maine, etc.
- Provide consistent evaluations of business related to property tax assessment and equipment tax assessment. Kittery assessment should be in line with adjacent communities such as York. Currently Kittery assessment of business equipment results in businesses playing at a disadvantage to similar business in York. Kittery should review method of assessment and criteria for assessment and depreciation so that businesses are allowed to plan efficiently and grow.
- Coordinate planning with the new FEMA flood maps and wetland setbacks. The water district property is impacted.

#### 4. Sustainable Design

Sustainable design is important. Remove barriers from Town ordinance that are contrary to sustainable design and building efficiency. Add section to ordinance to waive barriers if sustainable design is pursued. Zero Net Energy is a goal worthy of Town of Kittery Adoption for Town owned structures.

#### 5. Favorable Community Impression

Most surveyed **like** the current development of the “Foreside” area. Words such as gritty, eclectic, vibrant are commonly heard. The general development trend has been occurring through market forces and has been well received. Businesses / residences have been able to support one another informally. There is a strong negative reaction to the Town making policy to “codify” what should or should not occur. Concern is that homogenous growth is not in the spirit of what has been successful.

#### 6. Walkable Cities

Encourage “walkable cities” through improvements in sidewalks, cross-walks, lighting. Safe walking at night would be improved by additional lighting and repairing sidewalks.

#### 7. Parking

Parking has been discussed by all groups as well as the transportation group. Parking is affected in the Foreside by several factors. As abutters to gate 1 of the Portsmouth Shipyard, various parking related concerns have been noted. These include, daytime shipyard employee parking in 2-hour posted street parking. This tends to happen in spurts. When the parking limit is not enforced, the street parking gets occupied all day by yard personnel. Currently, if shipyard staff is not in the street spots, the daytime is generally not a problem for parking. It is in the late afternoon and evening that parking becomes an issue. This is when residents are home from work and the local restaurants, performing arts groups are most active. Efforts to share existing parking lots that are from daytime uses primarily such as banks has worked well. The nearby

library lots are not marked for use at nights and could be helpful to provide spots when the evening crunch occurs. Clear signage and lighting to identify these two lots would be helpful in the short run as other longer-term options are explored. Also, related to walkable city strategies, improving sidewalks, lighting, bike parking opportunities will mitigate the evening parking issue as well. Striping all available spots on Walker and Government to maximize potential spots is a simple first step. This striping should happen in advance of a broader planning study as it would be a readily achieved and low-cost measure.

### **8. Traffic/ Transportation**

The business group did not find supporters of the idea to changing the traffic flow on Government to one-way the opposite way. Further, the group felt it would be detrimental to business and residents. It is the recommendation that this should not be further studied by the Town and any money available from the recently obtained grant, should be used for other more pressing concerns such as sidewalks, fixing raised curbs, lighting, striping etc.

### **9. Speed of Traffic**

Concern has been expressed that the posted speed on Route 1 is dangerous and is disadvantageous to business and residents. Most shipyard traffic in and out of the yard does not turn on Route 1. It has been said that the speed is necessary to prevent back up on the road. Traffic must slow once you get to Memorial Bridge, so the logic is unclear to the group. It is a strong recommendation to have Kittery work with the State DOT to lower the posted speed. Further, street parking/ landscape improvements would make the town more accessible.

### **10. Services (Existing and Potential)**

Although a formal survey was not in the scope of this group, many expressed contentment with the current services available and type of shops/ businesses. Many are proud of the progress Kittery has made in attracting young families, new entrepreneurs and creative arts entities. There are diverse types of restaurants now available in the walkable area and differing price points.

### **11. Anchor services**

Route 1 grocery businesses, York Hospital and Rice Library are key to success of the neighborhood. These three services represent anchors to the community. They make it possible to keep your car at home and walk for groceries, healthcare and learning opportunities. They represent informal community gathering spots. During the course of the period of the study, the library potentially may relocate to the Town Community Center campus. Many have been vocal that this service would be missed in the immediate walkable area.

## 12. Housing

Affordable housing is more available in Kittery than in adjacent Portsmouth NH. It is a concern by some that if Kittery continues to evolve into an even more desirable place to live and work, housing cost will increase and will make affordable housing less available. There is a housing group reporting to the Town separately and in addition to their recommendations, it is the important for businesses that their workforce can live nearby. Encouraging mixed-use development throughout Kittery zone classifications would remove a barrier that now discourages integration of housing with businesses. The town of Kittery may want to meet with area successful housing developers relative to the Water District Site and the ambulance yard site and discuss what are the true obstacles for making housing happen. The York hospital second floor remains un-occupied and at one time was considered to be a location for more workforce housing. Adaptive re-use to encourage housing by providing relief of other zoning restrictions may help incentivize housing.

## 13. Historic Preservation

The housing group presented some recommendations to identify in a historical survey structures of importance. This is certainly a worthy effort. However, there is concern if structures that are in poor condition and are in fact not historic are not allowed to be torn down, it may put even more economic pressure for developers to provide higher end housing. Kittery does have some buildings of merit including the Rice Library. These structures should be encouraged to remain.

## 14. Water Access

The open space and parks group did not come together as part of this forum effort. It remains of interest to the business group to maximize both the historical nature of the working waterfront in Kittery and provide access to the waterfront for sitting, boating, etc. The town dock should be improved and made safe with clear signage for residents and visitors to enjoy. Much like Portsmouth has at Prescott Park.

## 15. Connectivity

It is critical that Kittery is connected with walks, signs, lighting, parking concepts. Shuttles have been brought up by several members of the business group as well as the transportation group to encourage connecting to outlying areas of Kittery, Portsmouth, transit etc.

## 16. Communication

It is important for the Town of Kittery to engage and communicate regularly with groups that have a big impact on daily life. The Portsmouth Naval Shipyard should be actively engaged and participate in planning that will strengthen the success of the community. Similarly, the Town of Kittery should remain engaged with the State DOT and keep dialog open so that opportunities to improve state roadways with landscape, walks, crosswalks, lighting, and parking are not missed.



Points from initial meetings remain pertinent:

1. **Badgers Island** is the **gateway** to Kittery.
2. Route 1 is the **primary artery** linking major entry directions to Kittery. (Portsmouth-South to the Traffic Circle- North.)
3. **Gourmet alley** businesses provide an **anchor** to the community local businesses. (Similar to seeing people at the town transfer station, many meet and great daily at these unique and valued local food shops).
4. **Foreside loop** (Government to Walker) is the **historic business zone** with much current activity by new entrepreneurs and has been developed organically during the period since the planning study. Early business investment occurred in the area without direct town support. The thriving arts and performance scene has evolved by local creative individuals making their spaces unique and offerings dynamic.
5. **Continuity in Kittery** is seen as very important rather than many distinct artificially created zones. That continuity focus has led those in the business group to a more holistic approach to be inclusive of the business community that exists and those who are choosing to locate in Kittery. The route 1 corridor from Portsmouth to the Traffic Circle is important to review holistically. The group feels it is important to have visitors feel they have entered Kittery (as a single town) and not a lot of little villages in an already small town with different names and identities. It was noted that in past efforts sometimes areas are pitted against one another and this stifles initiatives and growth. Related- signage and lighting and bike stalls should be incorporated, so area is safe and connected and welcoming to walkers and cyclists and other visitors. It is NOT desired to be static with these efforts but to come up with flexible concepts that continue to promote the organic and creative growth. Locations for pop-up sculpture/ signage with innovative lighting could be identified. (A framework...) Then changing events could be spotlighted and would continue to foster the desire to come see what's happening in Kittery....

In summary, it is agreed that there are a number of beneficial steps that could be taken to enhance the community growth and success of local business. The Town of Kittery is encouraged to implement as many of the low-budget improvements in the next six to twelve months. A longer view study if undertaken, can then build upon the framework of ideas developed by the forums.

## Report from the Parking, Transportation, and Circulation Group:

*Paul Bonacci, Gillian Carter, Ann Grinnell, Chris Perkins, Deane Rykerson, Steve Workman*

### Area

For the purpose of our work as a committee, we defined the boundaries of the Foreside District as:

- Piscataqua River (including Badger's Island)
- Route 1 Bypass (Bypass District)
- Memorial Circle
- Rogers/Shapleigh/Rte 103 (Kittery Center District)

### Perfect Vision of the Foreside District

- Peaceful
- Gateway
- Downtown Center
- Unique
- Foreside is focused on serving Kittery
- Community (residents)
- Transportation system provides safe & logical connection between Foreside District areas/sections
- Transportation system provides safe & logical connections between Foreside District & other parts of town
- Easier/more effective flow (circulation) of vehicles
- Accessible
- Walkable & Bike-able
- Plenty of bicycle parking
- Link(s) to public transportation
- Ample parking
- Paid parking (meters)
- Well lighted
- Simple branding – less names
- Clear identity & branding
- Diversity of commercial & residential uses
- Balance between affordable & higher end housing
- Maintain ample housing stock (building not converted to only commercial use)
- Neighborhood layers (sections) between commercial & residential areas
- Diversity of scale (building heights, etc.)
- Outdoor public space (seating, tables, landscaping, art, etc.)
- Places to rest (benches, etc.)
- Greenspace
- Public Art
- Seasonal/theme decorations
- Public events held in Foreside District (block party, etc.)
- Awareness of river
- Improved public access (including scenic views) to river
- Maintains continuum of history

## Force Field Analysis

In order for a transportation plan for the Foreside District to be strategic rather than just a list of tasks to be undertaken, developers should take time to consider what forces are working to support or restrain intended outcomes. The group undertook a brainstorming activity to begin to capture such forces in order to begin developing strategies to work with positive forces or shift restraining forces.

Using the vision for the Foreside that the group brainstormed above as a basis the group was asked to answer the following two questions:

1. What forces are supporting the group vision?
2. What forces are restraining or opposing the group vision?

### Forces That Support

Existing density of both commercial & residential buildings

- Existing diversity of business & residential uses
- Desirability of location (proximity to Piscataqua River)
- Existing development opportunities on outskirts of District
- Organic efforts/buy-in to date to develop Foreside
- Support for vibrant Foreside includes people within and outside the District
- People new to town often driving change (business & resident)
- Consumers want access to services/businesses located in District
- Ongoing public & stakeholder planning efforts
- Existing building stock is robust
- Lack of parking encourage alternative types of transportation
- Private/commercial money to support development/improvements
- Government financing tools available to support infrastructure improvements/development

### Forces That Oppose/Restrain

Existing density of business & residential buildings

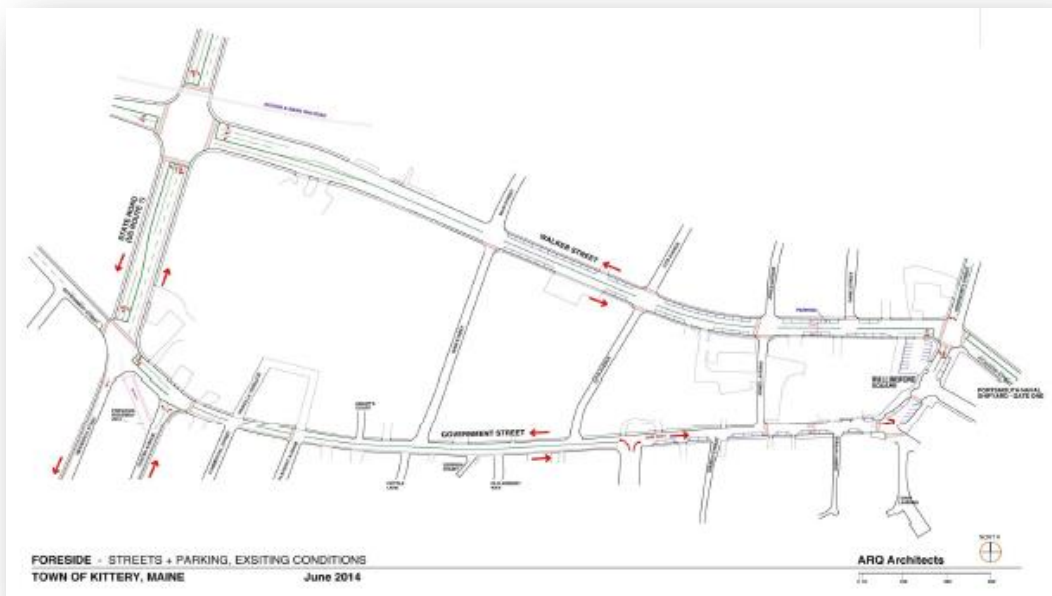
- Lack of diversity of retail options (potential for too much of same type)
- Small physical foot print of District (specifically Wallingford Sq)
- River is an immovable boundary
- District boundaries can limited ideas
- Existing zoning and ordinances can limit options
- Self interest verse commercial interest
- Resistance to change
- Loss of balance between government & stakeholder vision/efforts

- Lack of adequate parking
- Desire to use parking to promote non-motorized transportation can create a backlash
- Negative opinion of parking garages
- Limited bicycle parking facilities
- Sprawl from Portsmouth
- High property tax burden in Kittery (can limit timely infrastructure investments)
- Depressed economy
- Seasonal nature of tourist population
- Cold/inclement weather impacts on infrastructure design (less willingness/ability to walk/bike, etc.)

#### **Group-Identified Short Term Priorities**

- Identify conditions and gaps in the existing transportation infrastructure/services
- Identify simple, cost effective ways to make walking and biking safer for the coming summer season
- Explore & implement if appropriate, changing the one-way flow of traffic through Wallingford Square/Government St.
- Foreside Parking:
  - Identify opportunities to expand available parking now (public/private partnership, etc.)
  - Research emerging approaches to parking
  - Identify long-term parking infrastructure improvements/expansions

## Existing Conditions



## Recommendations for Consideration and Implementation

### Parking

- Negotiate public (town) – private parking agreements for existing lots in the dense area of the Foreside (banks, etc.)
- Explore viability/feasibility of constructing a large parking facility at the Water District, library and Walker Street (ambulance) station properties
- Add street parking to Walker and Government
- Explore pay-to-park options

### Walker/Government/Bridge Intersection

- Existing crosswalk puts pedestrian in traffic flow with reduced visibility for too long
- Relocate crosswalk so that pedestrians are only crossing Walker Street
- Add in-street crossing warnings

### Love Lane Traffic Calming

- Add 3-4 seasonal speed bumps or tables to help reduce vehicles traveling





significantly above the posted speed limit

#### Route 1/Walker St. Intersection

- Enlarge the existing width of crosswalks at each intersection point to a minimum of 10-ft to improve pedestrian safety
- Use colored paint to designate crosswalks in addition to existing textured overlay

#### Hunter Ave & Newmarch Street

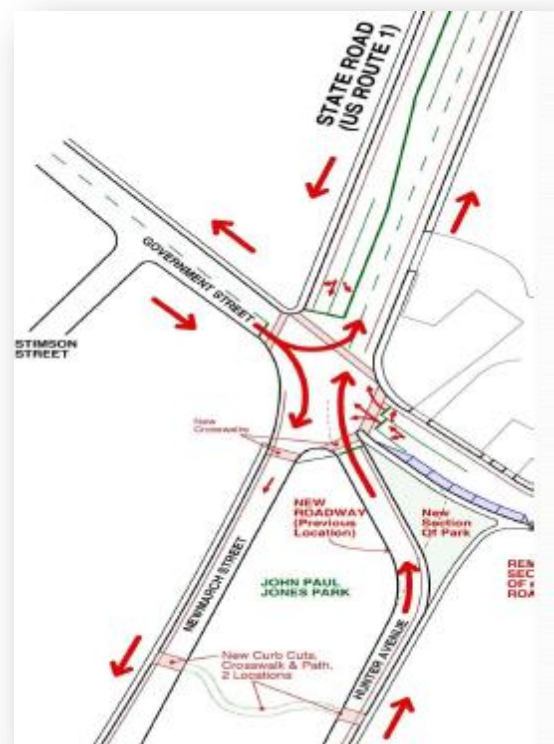
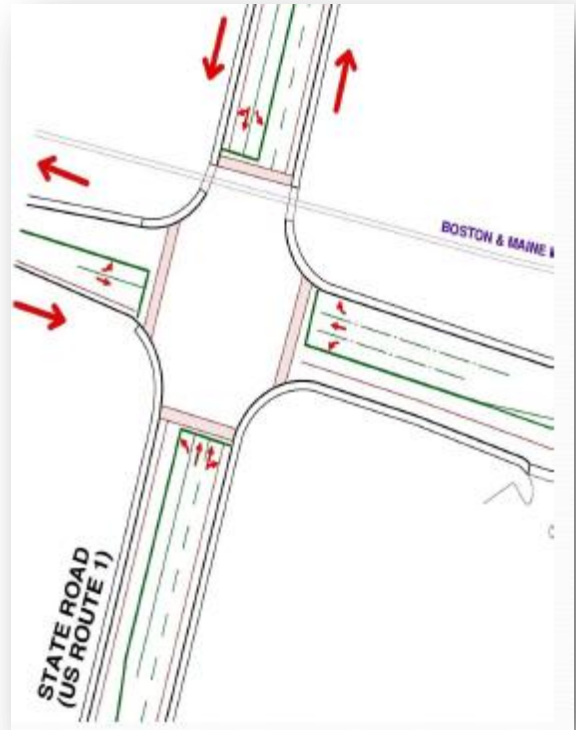
- Add crosswalk on Route 1 just before one-way split & park begins (near Warrens)
- Recommend NOT adding street parking on either Hunter or Newmarch
- Expand existing 3-ft shoulder on both roads to a minimum of 4-ft for bicycles & include bicycle pavement marking (continuity from M. Bridge)

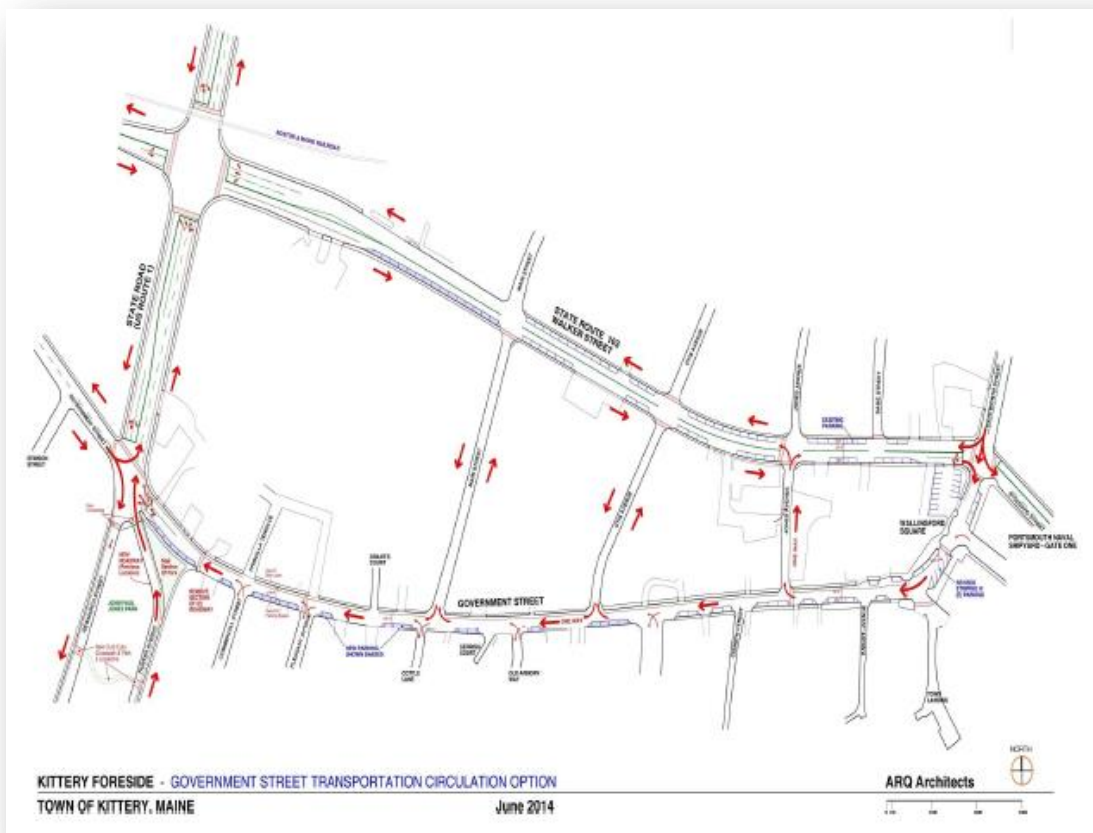
#### John Paul Jones Park

- Add 2 sets of crosswalks on Hunter & New Marche to be located near each end of the park to improve safe access
- Install 4-ft stone dust pathways to connect benches, memorials & designated road crossings
- Add benches & other appurtenances to improve the functionality of the park

#### Route 1/Government Intersection

- Make Government one-way from Wallingford to intersection
- Terminate Hunter – Government connection using green space buffer
- All traffic on Hunter enters intersection on restored roadway
- Add wide crosswalks at each intersection point with walk signals as needed
- Add turn lanes & markings to assist bicycle travel through intersection





### Government Street Walker/Gov to Gov/Route 1 Intersections

- Reverse the existing flow of one-way traffic starting at Walker/Government intersection
- Extend one-way traffic flow on Government St all the way to the Route 1 Intersection (no changes to existing traffic flow on side streets)
- Retain contiguous sidewalk on north side of Government
- Add 4-ft shoulder for use as a bike lane on the north side of Government (next to sidewalk)
- Add 22 new street parking spaces on the south side of Government
- Eliminate direct Government/Hunter connection (merger)
- Add sidewalk on south side of Government from Hunter to Route 1 Intersection

### Benefits of Government One-way

- Right turn onto Government from Walker is more intuitive for those unfamiliar with the area
- Additional 22 parking spaces
- Space for a 4-ft bicycle lane (shoulder)

- Addresses early morning traffic issues caused by shipyard commuters using Government to bypass Walker Street
- Eliminates safety problems with Hunter/Government traffic merger
- Improves way-finding (with appropriate signage) by simplifying the Route 1/Hunter intersection and current partial one-way